

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT Railway Conditions

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Although industrial production has not increased since 1953, and the 1954 harvest was smaller than previous harvests, the position of the Hungarian railways remained critical in 1954.
2. The Railway Conference of 1954 had demanded that a railroad-car turn-around of 3 days must be achieved. The actual car turn-around, however, at the beginning of August 1954 was 4 days; at the end of August, 3.9 days; in September, 3.9 days; and in the first half of October, 4.2 days. This means that the Hungarian Railways each day fell 1000 - 1700 cars short of demand. The total daily demand for cars was 14,000 to 15,000.
3. The reduced loadings have resulted in reduced locomotive performance. The plan for 1954 had foreseen a daily program for each locomotive of 140 km. The locomotives of the Budapest - Ferencváros depot achieved 138 km. a day in July, 139 km. a day in August, and 131 km. a day in September. The average speed of the fast freight trains in 1954 was 15.8 kmh., while last year it was 17.6 kmh. The plan had estimated an average speed of 18.4 kmh. The average speed of the regular freight trains was 12.5 kmh for the whole country, 11.7 kmh. for the Szeged district, and 11.3 kmh. for the Miskolc district.
4. In the month of September, the average load carried for freight trains was 706 tons; for railroad cars, 13.8 tons. Although 1954 traffic was under 1953, it required that 50 more locomotives be kept in service than in 1953.
5. In the first half of 1953, the specific(sic) consumption of coal was 9.62 kg, in the first half of 1954, 10.34 kg. Coal was poor in quality and insufficient in quantity. To overcome this situation, the repair shop Landler Jenő transformed 100 locomotives to "pakura" burning. This is extracted from the oil wells at Nagylengyel, for which the Soviet Union seems no longer to have any use.
6. Railway traffic has again been cut this year, and the cuts will last from January 4, 1955 until March 31, 1955, in some cases even until April 5, 1955. On the main lines, one pair of trains has been eliminated (express trains) and on subsidiary lines, one to two pairs of fast trains. Some trains only run on weekends and others only with a limited itinerary. The total cuts are about 30-40%.

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